The Victoria Daily Times.

VOL. 2. VICTORIA, B. C., WEDNESDAY, NOVEMBER 11, 1885. No. 133

For Good Value in Clothing, go to

A. GILMORE'S,

Johnson Street,

Where you will find full lines of Men's and Boys' Suits and Overcoats, just received direct from the first European and Canadian Factories; also, a large stock of Gent's Furnishings, Hats, Caps, Trunks, Valises, &c., all of which will be sold cheaper than ever before offered in Victoria.

Clothing made to order--Fit and workmanship guaranteed.

PIONEER TAILOR--ESTABLISHED 1858.

NO CHINESE TAILORS EMPLOYED. oct7tf

Wanted.

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

WANTED—Situation as Waiter, country preferred. Will take small wages for a steady place. Address "Hoist," P. O. Box No. 845. oct11 2t

WANTED—Wanted to rent or buy, a Saloon. Address J. Duncan, Victoria Post Office. nov10 6t

WANTED—By a respectable young person, either to do chamber work in a hotel or to look after work and take care of children in a private family. Address M. M., TIMES office. nov6

WANTED—A young man wants a situation as groom or coachman. Has had 15 years experience. Willing to make himself useful. Address A. R., this office. nov 6 tf

WANTED—A Bookkeeper at once. One who has a good knowledge of Stationery business preferred. Apply to J. B. Ferguson & Co. nov 6

WANTED—A situation by a young man of good character and having satisfactory testimonials. He has been accustomed to have charge of horses, to do gardening and to make himself generally useful. Moderate wages for steady work. Address J. H. C., THE TIMES office. oct30

WANTED—A farm laborer, lately from England, wants employment. Is accustomed to taking care of all kinds of stock. Good references can be given. Apply to James Eccles, Vancouver House. oct5

WANTED—Wanted immediately, a good Cutmaker. Also a Pantemaker. Steady work at regular prices. Address "S. L." New Westminster. oct11 tf

Lost and Found.

LOST—A pair of Diamond Earrings. $25 reward will be paid the finder on leaving them at this office. nov 1 tf

For Sale.

FOR SALE—One very handsome and nearly new London Carriage, with splendid set of Harness and Horses, complete. Price, $1200. Apply to John J. Russell. nov3 1m

FOR SALE—BUGGY, CHEAP—For pair or single, with hood. Only been in use two months. For further particulars address S. J., Times office. sep 9

To Let.

TO LET—Cottage to let, furnished, in Victoria West.—A five-roomed Cottage, with Stabling and some outbuildings. Apply to TIMES office. nov6 1m

TO LET—An Office on Government street, centrally located, suitable for a Show or Sample Room. Apply at THE TIMES office. oct12

Meetings to be Held.

ST. ANDREWS and CALEDONIAN Society meets in their hall, corner Langley and Fort streets, on the FIRST FRIDAY of every month. All Scotchmen are invited to join.

sep 1-tf JAMES RUSSELL, Secretary.

THE Y. W. C. T. U. OF VICTORIA MEETS every third Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. oct-1

AN ENTERTAINMENT IS GIVEN AT TEMperance Hall every Saturday evening, good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 8 o'clock precisely. HENRY RUDGE, President.

TOWN OF FARWELL.

Lots for Sale.

ALLSOP & MASON.

oct9

VALUABLE PROPERTY FOR SALE.

Saw and Planing Mill

With capacity of 10,000 to 12,000 feet per day, together with

Timber Reserve of nearly 1000 Acres

Apply to HAND BROS.

oct9 1m

Victoria Water Works.

TENDERS.

SEALED TENDERS will be received by the undersigned up to 4 o'clock p. m. on the 20th December next for the supply of

125 Tons Cast Iron Socket Pipes

for Water Works purposes.

Specifications of full particulars can be seen at my office.

THOS. HUTCHISON, Water Commissioner

City Hall,

Victoria, B. C., 20th October, 1885. oct28

Bowling Alley.

Healthy Exercise—Pleasant Pastime. Cheap Amusement.

MR. JAS. BAKER invites the public to his new Bowling Alley on

YATES STREET (Above Douglas).

Where a pleasant hour may be passed in a cheap and healthful way. Come one! Come all!

oct2 tf

Hunt, T. Williams, Bank, Blank & Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory Broad St.

Amusements.

BAZAAR,

A BAZAAR IN AID OF THE

Roman Catholic Cathedral Fund

Will be held at the

PHILHARMONIC HALL

Wednesday & Thursday, Nov. 11 & 12

Admission 25 cents; children half-price.

HOT LUNCH will be served at 12 noon each day.

Any donations thankfully received. oct30

Notices.

GARRICK'S HEAD.

NOTICE.

THE undersigned has sold his interest in the Garrick's Head Saloon, Bastion street, to Mr. Edmund Spencer, and retires from the firm of Bush & McDermott. The firm will be henceforth Bush & Spencer. All claims will be paid by Messrs. Bush & McDermott, to whom all debts due the late firm must be paid.

ROBT. McDERMOTT.

Victoria 18th October, 1885. oct15 1m

Notice.

THE public are cautioned against negotiating a promissory note for $1470, dated 15 June, 1885, made by Kwong Lee & Co., in favor of William Teague. The note is the property of William Teague, was placed in the hands of Cunlow for collection, and the latter has failed, upon request, to return, or account for, the same.

Victoria, October 17th, 1885.

J. ROLAND HETT,

oct17 Solicitor for William Teague.

Notice.

THE partnership business heretofore carried on by the undersigned at the "Ship Inn," Esquimalt, was dissolved by mutual consent on the 22nd September last. P. J. McDonald has assumed all the assets and liabilities of the late firm, and will continue the business.

Victoria, October 14, 1885.

PETER J. McDONALD.

ALFRED WHITLOCK.

Witness—J. Roland Hett. oct15

NOTICE.

THE UNDERSIGNED GIVES NOTICE THAT he has purchased the business of Shoon Kee, on Cormorant street, and will from the 15th of October carry on the business in my name. All debts will be paid by Shoon Kee.

YEUNG KEE.

October 10, 1885. oct10-1m

Notice

ALL THOSE INDEBTED TO THE FIRM of Caldbreath, Grant & Cook, Cariboo, are requested to call on the undersigned at the office of Mr. R. Lippett second door from the Telegraph office, Victoria, to settle their indebtedness, or legal steps will be taken to collect the same.

JOHN GRANT.

Vict., 1st Dec. 3rd, 1884. dec1-tf

Notice.

DURING my absence in California Frank Campbell holds my power of attorney.

P. MURPHY,

Adelphi Saloon.

October 3rd, 1885 oct3

Notice.

I INTEND to apply to the Department of Marine and Fisheries for permission to extend my wharf twenty-five feet from the present line.

W. F. TOLMIE.

Victoria, B. C., 4th November, 1885. nov4 4t

NOTICE.

DURING my absence for the East I have given Power of Attorney to Edward T. Barnett to transact my business. A. W. LAWSON.

Sept. 7 1885. sep8

Gutter Law and Curbstone Consultations.

TO THE EDITOR.—Observing the prominence given to the "Office Diary" of Mr. S. P. Mills by an advertisement in THE TIMES, I wish to give my experience of the value of that record. In the course of some legal business, a few months since, it became incumbent on me to pay Mr. Mills a bill of costs in consequence of one of the defendants evading a claim of about $50 that I had sued for, which bill of costs Mr. Mills induced the officer to tax at $23.50 without my knowledge and without notice to my lawyer. In this bill were several charges for attendances upon my solicitor, which, on making enquiry, I ascertained were principally accidental meetings on the street, my solicitor, in fact, having never attended at Mr. Mills' office upon the subject.

The wind up was that, rather than have the matter investigated, Mr. Mills was glad to accept $20 in discharge of his "little bill," which a point to save further exposure. I append a copy of the bill. Yours, etc. H. T. WILLIAMS.

In the County Court of Victoria, holden at Victoria. R. T. WILLIAMS, Plaintiff, vs. J. E. McMILLAN and R. H. McMILLAN, Defendants.

COSTS OF J. E. McMILLAN.

July	Instructions to defend	$1 50
	Attend'g taking minutes of evidence	50
	Fee Counsel	2 50
	Fee	10 00
	Attending Mr. Walls for particulars of claim	50
Aug.	Attending him on his leaving one	[illegible]
	Attending Mr. Walls for further particulars and with letter for same	50
	Attending on receipt of particulars of claim	50
	Attending Mr. Walls when he informed me defendant had consented to an adjournment	50
	Attending Court, asking Judge to insert costs	3 00
	Bill of Costs	1 00
	Witness fee of defendant, 2 days	4 0
		$23 50

Taxed and allowed this 13th day of August, 1885, at $23.50.

HARVEY COOMBS, Registrar.

F. REVELY,

Real Estate Agent, CONVEYANCER, RENT & DEBT COLLECTOR.

Money loaned. Business promptly attended to. P. O. Box 69. nov2

Land Applications.

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 20 acres of land situate in Sayward District and described as follows:—Commencing at N. W. Duncan's southeast corner; thence due east along his southern boundary to chains; thence due south 20 chains; thence due west 10 chains; thence due north to chains to the southeast corner; thence due east to chains; thence due north to chains to point of commencement.

SAMUEL CLIFFE.

Victoria, B. C., 23 Sept., 1885.

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands & Works for permission to purchase 160 acres of land situate in Sayward District described as follows: Commencing at W. L. McDonald's northeast corner; thence due east 80 chains; thence due south 20 chains; thence due west 80 chains; thence due north 20 chains to point of commencement.

JAMES KING.

Victoria, B. C., 23rd Sept., 1885.

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of land situate in Sayward District, and described as follows: Commencing at H. Bridge's northeast corner; thence due west 80 chains; thence due south 20 chains; thence due east 80 chains; thence due north 20 chains to point of commencement.

C. B. McTUSKEY.

Victoria, B. C., 23rd Sept., 1885.

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 40 acres of land situate in Sayward District, and described as follows: Commencing at W. L. McDonald's northeast corner; thence due east along Cass's northern boundary 20 chains; thence due north to chains; thence due west to chains; thence due south 20 chains to point of commencement.

C. DAWSON.

Victoria, B. C., 23 Sept., 1885.

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 40 acres of land situate in Sayward District, described as follows: Commencing at W. L. McDonald's northeast corner; thence due north along the eastern boundary 20 chains; thence due east 20 chains; thence due south 20 chains; thence due west 20 chains to point of commencement.

J. M. HUGHES.

Victoria, B. C., 23rd September, 1885. sep28

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands & Works for permission to purchase 640 acres of land, situate in Sayward District, described as follows: Commencing at W. L. McDonald's western boundary, 40 chains north of his southwest corner; thence due west 80 chains; thence due north, 80 chains; thence due east 80 chains; thence due south, 80 chains, to point of commencement.

HERBERT HUDGE.

Victoria, B. C., 23rd Sept., 1885.

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situate in Sayward District, described as follows: Commencing at W. L. McDonald's southeast corner post; thence due east along S. Casey's southern boundary 80 chains; thence due south 40 chains; thence due west 80 chains to Hughes' eastern boundary; and thence due north 40 chains to point of commencement.

WM. M. DUNGWALL.

Victoria, B. C., 23 Sept., 1885.

THE undersigned hereby give notice that they intend making application to the Chief Commissioner of Lands and Works for permission to purchase the undermentioned tracts of land, situate at Saquasch on the East Coast of Vancouver Island:

1. Commencing at a post on the shore half a mile east from the mouth of Saquasch Creek; thence north 80 chains; thence west 40 chains; thence south 80 chains; thence east to the shore line; thence following the shore line to point of commencement.

F. G. RICHARDS, Jr.

2. Commencing at the south-east corner of F. G. Richards, Jr.'s, claim; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains; containing 640 acres.

A. A. GREEN.

3. Commencing at the northwest corner of F. G. Richards, Jr.'s claim; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains; containing 640 acres.

W. P. SAYWARD.

4. Commencing at the southeast corner of Thos. Earle's claim; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains; containing 640 acres.

J. CARROL.

5. Commencing at the northeast corner of A. A. Green's claim; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains; containing 640 acres.

S. A. SPENCER.

6. Commencing at the northeast corner of S. A. Spencer's claim; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains; containing 640 acres.

J. CARROL.

7. Commencing at the southeast corner of S. A. Spencer's claim; thence east 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains; containing 640 acres.

CHAS. McHARDY.

8. Commencing at the southeast corner of A. A. Green's claim; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains; containing 640 acres.

J. McALLISTER.

Victoria, Sept. 15, 1885. sep16 2m

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land, situate in Sayward District, described as follows: Commencing at F. Perryman's southeast corner post, running west along his southern boundary 40 chains, thence south 40 chains, thence east 80 chains, thence north 40 chains to point of commencement.

E. E. RAND.

Victoria, B. C., October 3, 1885. oct3

I HEREBY give notice that thirty days from date of this notice I intend making application to the Chief Commissioner of Lands and Works for a Timber Lease over 18,000 acres of land in Kootenay District, described as follows:

Commencing at a stake on the west of the Columbia River, opposite Johnston's Reach; thence due west 200 chains; thence due south 800 chains; thence due east 200 chains; thence due north 800 chains along Hughes' and McDonald's claims to point of commencement.

F. DERBYMAN.

Victoria B. C., 23 Sept., 1885.

NOTICE is hereby given that we, the undersigned, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land described as follows:

Commencing at a post about 4 miles west of Stone Narrows, Valdes Island, running west 80 chains; thence south 40 chains; thence east 40 chains; thence following the shore to point of commencement.

WM. M'PHERSON.

GEORGE BEALEY.

September 2, 1885. sep2 1m

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land, situate in Sayward District and described as follows:

Commencing at H. Bridge's northwest corner post; thence running west 40 chains; thence south 80 chains; thence east 40 chains; thence north 80 chains to point of commencement.

GEORGE TAYLOR.

Victoria, B. C., October 3, 1885. oct3 2m

NOTICE is hereby given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situate in Sayward District, described as follows:

Commencing at F. Perryman's northwest corner post; thence running west 40 chains; thence south 80 chains; thence east 40 chains; thence north 80 chains to point of commencement.

C. D. RAND.

Victoria, B. C., Oct. 1, 1885. oct3 1m

I HEREBY give notice that I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase Crown Island in the entrance to Fulford Harbour, Salt Spring Island, containing forty acres, more or less.

WILLIAM HAMER.

September 3, 1885. sep3 2m

MR. VAN HORNE.

Has a Friendly Chat with a "Times" Representative.

The Company's Future Policy Discussed—Liberal Transportation Rates.

In answer to the question as to the probable rates to be charged by the C. P. R. for the transportation of minerals to the seaboard, Mr. Van Horne stated that such rates would be framed as would tend to develope the mining and other industries of the country, and with a due regard to a reasonable profit on operating account, the determination of the company being to render every assistance in opening up and developing the resources of the country traversed by the system. Lumber, he said, could be shipped to the Northwest profitably from the Shuswap Lake and Columbia river districts. The haul from this point would be too great to make the industry a lucrative one to the shipper. There was an excellent growth of timber in these sections, and the Northwest would become an extensive market for the timber men in the eastern section of this province. So far as the shipment of salmon was concerned the C. P. R. would be in a position to handle that business as cheap and as expeditiously as any of the transcontinental lines, possibly at a less figure. The fresh salmon business was one that could be developed to an enormous extent. Every facility would be provided for the business, such as refrigerator and other cars of the latest design. The consumption of fruit in the Northwest was yearly increasing. This was an industry that would be of great advantage to British Columbia, as beyond the hardier classes of apples and berries he was afraid fruit culture in the Northwest would not be a success. That market was now supplied from California, by a route many hundreds of miles longer than would be the distance from this province to Winnipeg, besides the additional cost on duty account. He would strongly advise that immediate attention be given to the cultivation of such fruit as pears, cherries, plums, grapes, apricots, peaches etc. This country was admirably adapted to the growth of such fruits, while the market was certain to be practically and inexhaustible one. As to

BUILDING BRANCH LINES

in this province he was not in a position to say anything. In the Northwest the company were extending their branch lines, and no doubt when the requirements of this province were such as to warrant their doing so here doubtless all sections would be accommodated. The earnings of the company, notwithstanding all that had been said to the contrary, were satisfactory, in proof of which he stated for the past year the net receipts were $3,000,000. These results were obtained from a system that was disconnected in some sections, and the company not yet four years old—a result that must be highly gratifying to every true lover of his country, taking an interest in the great national enterprise. He did not consider that snow interruptions on the Canadian Pacific would be greater than on any of its rivals crossing the continent. The idea that because it was further north and liable to greater snow blockades was a delusion. For the past two years the snow plough had been used but very little, and that principally in the province of Quebec. The effect of the snow fall in the mountains would be watched this winter and precautions taken to prevent ray blockade in traffic. Advantage will be taken of the winter to erect the stations and other buildings, where these are not already constructed; ballasting the line from the end of their present system in the east to Savona's Ferry.

A SPLENDID LINE.

From Montreal to the Columbia river the line was in excellent condition. It was the determination to maintain a high rate of speed for through trains, in order to complete the journey from Vancouver to Montreal in five days, and to the Atlantic sea-board in another 12 hours. The equipment would be the best to be purchased. On the question of freight transportation, Mr. Van Horne stated that he believed eleven days would cover the time necessary for the delivery of freight in Victoria from Montreal. At present there was a car load of

NAVAL SUPPLIES

on the way from Liverpool to the dock yard at Esquimalt, as an experiment, to test the rapidity with which naval stores could be delivered at Esquimalt. Merchandise for this city had been offered the company but they were compelled reluctantly to decline accepting it from transportation. He was surprised that the farmers in British Columbia did not give greater attention to the cultivation of their farms. They not only could but should raise enough grain to supply the wants of the entire province with flour, pork, lard, butter, eggs, hogs, sheep, etc., and lose no time in doing so, becoming as their neighbors were in the east an exporting instead of an importing community. There was no business so safe or so lucrative as farming and stock raising, and he hoped that ere long British Columbia, in farming as in mining and other industries, would become an important country. Every facility would be given farmers by his com say in the matter of cheap transportation rates. Another matter he wished to draw attention to, it was the

FORTHCOMING COLONIAL EXHIBITION,

at which he hoped British Columbia would make a good showing. He was satisfied she would do so if she went to work energetically. Canada would come in contact not only with Britain's other colonies, but likewise with India and the United States. Heretofore Canada had made a creditable exhibit. British Columbia had much to give her a foremost position, which should be taken advantage of. As yet he could not say whether the company would use coal or wood for its motive power. A test would be necessary in order to arrive at a decision. As regards Vancouver he did not see any reason to change the opinion he had so often expressed, as to its future importance as a commercial, shipping and manufacturing centre. At present he could not express an opinion as to the probable number of employees the company would have at that point. There might be 2000, and possibly a great many more. That would depend entirely on the development of the traffic and facilities for repairs and manufacture of rolling stock. It would be the business and of the company on this coast. The buildings to be erected there would be, as he had already stated, of the most substantial character, while the wharves would be of such a nature as to meet all requirements for years to come. Mr. Van Horne expressed himself as delighted with all he had noticed in Victoria; the climate was charming and the city evidently progressing.

AMALGAMATION IMPOSSIBLE.

A Distinguished London Financier on the Reported Amalgamation of the C. P. and G. T. Railways.

Mr. Alex. McEwen a well known London financier in connection with Canadian and American railways was in Toronto a few days since. He, in company with others, is interested in the mining region in the neighborhood of Port Arthur. He is confident that the opening of the all rail route from British Columbia to the Atlantic seaboard will eliminate India to an enormous extent. In reference to the *Globe's* sensational report of a proposed amalgamation of the Grand Trunk and Canadian Pacific interests he stated emphatically that the rumor was entirely without foundation. People who thought they saw the two rolled up under one management did not know what they were talking about. The work of fusing together and harmonizing the various large interests involved would be one of enormous magnitude; next to impossible, in fact. Recent experiments in the amalgamation of other Canadian railways into the Grand Trunk system had not been encouraging. This year the Great Western people would not get a penny for the money that was promised them in 1882; and the opinion then expressed by some—that

THE GRAND TRUNK

was getting control of a rival road by promising more than it could pay—was amply sustained. The Grand Trunk had overburdened itself with leased lines, and to run the whole vast and somewhat heterogeneous system and to make a profit on the nominal capital represented, was beyond the power of mortal man to do. The immense weight of capital per mile, upon which interest and dividends had to be paid, was in fact the great difficulty. At the present time a first-class railway could be built and equipped for one fourth or one-fifth of what the greater part of the Grand Trunk system cost a number of years ago. In contrast with this was the small cost of

THE CANADIAN PACIFIC,

thirty thousand dollars a mile or thereabouts. It was laid with the best steel rails, obtained at less than the price of inferior iron rails not many years back. One system is trying to pay interest on an enormous capital; the other has to pay interest on a remarkably small capital—per mile of road. It should not be very difficult to foresee what must happen. Grand Trunk stock must go down; while Canadian Pacific must rise in the market. Mr. McEwen cuts no discredit on the prospect of "friendlier arrangements" spoken of recently by Sir Henry Tyler. But he says this does not mean amalgamation—not by a long shot. Still less does he see any likelihood of fulfilment of the vast scheme outlined in the *Globe's* Montreal letter the taking over of both systems by

THE DOMINION GOVERNMENT.

The scheme is entirely too immense, and too difficult to be seriously contemplated by anybody except perhaps newspaper writers of a higher imaginative turn of mind. "Friendlier arrangements" may mean about this much—that there will not be war of rates to any extent. But there are other ways of fighting for traffic besides that of cutting rates, and the competition of each road to get all the traffic it can for itself will go on most vigorously. Mr. McEwen does not share the fears of those who think that the Canadian Pacific going across the continent is too long to pay. The country is big—bigger than most people imagine—and big enough to make it pay, too. The rebellion has been something of a set back to the Northwest; but that will not long delay the inevitable result, and the country will quickly recover from it.

LETTERS TO THE EDITOR.

RECONCILED.

NEW WESTMINSTER, Nov. 9th, 1885.

TO THE EDITOR OF THE TIMES:

DEAR SIR,—Will you oblige me by giving me the opportunity in your columns of publicly announcing that the Rev. William Gile, recently minister of the Reformed Episcopal congregation in this city, was on Sunday last, after due acknowledgment of his errors, reconciled to the Anglican Church. Faithfully yours,

A. W., NEW WESTMINSTER.

POLICE COURT.

(Before E. Johnson, S. M.)

WEDNESDAY, Nov. 11.

Eliza Mahoney, an Indian woman, drunk; fined $5 or one week.

Sam Chong charged with keeping an unlicensed wash-house, adjourned until Monday next.

CROSSING TO THE MAJORITY.

John McCullough, the great tragedian, died at his residence in Philadelphia, on Sunday evening.

Mr. Wm. Darling a prominent merchant of Montreal, died in that city on the 1st inst.

Mrs. William Gooderham, of Toronto, after an illness of ten years' duration, died on the 2nd inst.

A ripe old patriarch, the Rev. Mr. Tennent, of Evansville, Ark., died in that place on the 2nd inst., at the advanced age of 115 years. It is said he preached the gospel for 90 years.

The Americans have been overreaching themselves again. The recent prohibition of American produce being carried from one American port to another in Canadian bottoms is having the effect of making the exporters up the lakes send their produce from American ports to Canadian ones. While the recent prohibition prevents cargoes of wheat being sent in Canadian bottoms from Duluth to Buffalo or Oswego for shipment via New York, it cannot prevent such cargoes being sent from Duluth and other American lake ports in Canadian bottoms to Montreal and other Canadian ports. The effect of the prohibition is that the grain is being forced down the St. Lawrence. This is not the first time our American cousins has been too sharp.

Always stock—Fell & Co. have already received a supply of this season's fruit.

THE WRECKED "ALGOMA."

Latest Accounts from the Scene of the Disaster—The Saved and the Lost.

The Winnipeg *Free Press* of the 10th contains the following account of the wreck of the "Algoma." After passing through the Sault Ste. Marie canal, and when opposite Whitefish point, sail was made, and the steamer proceeded under a full head of steam; the wind increasing in violence, accompanied by snow and sleet. At 4 o'clock Saturday morning the wind shifted to northeast and a violent snow storm raged, the sea running mountains high and the boat was tossed about like a cork. At a quarter past 4 o'clock an order was given to take in all sail, put the wheel hard-a-starboard and bring the ship about and head out on the lake again. On account of the snow and darkness, while the ship was coming about she struck a point known as Grindstone point, on Isle Royal, about 30 miles from Port Arthur and one mile from Passage Island lighthouse, which has been discontinued since the 1st of the month. After striking the first time the boat forged ahead, being driven by the wind. A second shock occurred shortly after the first, and the vessel struck the reef violently and immediately commenced to break up. Most of the passengers and a number of the crew were in bed at the time, but were readily awakened by the shock, and the scene that followed baffles description. The water poured in through the broken vessel and over the bulwarks, putting out the fires in the furnaces and extinguishing the electric lights. The

SCREAMS OF THE WOMEN AND CHILDREN

were heard above the fury of the storm. The crew hurried hither and thither doing what they could in the darkness to render assistance; but their efforts were of little avail, for in less than twenty minutes after the vessel struck the entire forward part of the bow was carried away together with the cargo and human freight. Several clung to the rigging and a life line the captain had stretched along the bow; but were swept away by the sea and swallowed up by the angry waves. The stern of the boat was steadily pushed up on the rock and those who were not too much exhausted with fatigue and benumbed by the cold crept to the after-tocsage and sought its welcome shelter. Less than an hour after striking all was over and about fifteen out of the entire number were saved.

THE SURVIVORS

remained from the time of the disaster (4 o'clock on Saturday morning) until Monday morning at 10 o'clock exposed to the weather with but little food and clothing nearly everything having been washed away, when they were sighted by some fishermen, who came to their rescue. After taking the survivors from the doomed vessel and placing them on the Isle Royal, where a fire was kindled for their comfort the fishermen went out and intercepted the Athabasca, which was coming 19 miles away. Captain Foot, of that vessel, immediately put about and took the sufferers on board and they were subsequently brought here. The two bodies of Frost and Emerson were brought in on the Athabasca.

THE LOST.

Following are the names of the lost, so far as known here: Wm Higgins, wholesale merchant, Winnipeg; Mrs Dudgeon, of Owen Sound, and two children; Edwin Frost, wife and child, Owen Sound; Douglas Charles Buchanan, of Hillier, Prince Edward Co; Louis Zimmermann, of Port Arthur; G Emerson, of Renagate, England; Farmer Mackenzie, nephew of Alexander Mackenzie; Wm Milligan, Meaford, Thos Suelling, waiter J Scott, L Bates and Ballentine, deck hands; Mrs Shannon, lady's maid; Gill, of Markdale; Mrs Taylor; Steward McIntyre, and Fred Knight, Thos Kinney, and Henderson H McClinton, waiters.

THE CAPTAIN'S STATEMENT.

Special to THE TIMES.

PORT ARTHUR, Nov. 10.—The following is the statement made by the captain before a Notary Public here to-night. The steel steamer Algoma cleared from the port of Owen Sound about four o'clock and two minutes in the afternoon on Thursday, the fifth day of November, bound for the port of Port Arthur, having on board a general cargo of merchandise of about 400 tons. We had a good run to Sault Ste. Marie, which port we cleared at one o'clock in the afternoon of Friday the 6th day of November, and passed White Fish Point at 3 o'clock and 50 minutes of the same day. It was blowing a strong breeze from the east and northeast. The wind was increasing and we made sail at White Fish Point at 7 p.m. The weather was the same but the wind was slightly increased with occasional squalls attended with rain. At midnight the wind had increased to a moderate gale, with frequent squalls accompanied by rain and sleet. At 4 a. m. on Nov. 7th, the wind shifted to the northeast, with a violent snow squall and a heavy sea running. At five minutes after 4 a. m. we checked down and commenced taking in sail. At 4:30 a. m., all sail was in except the fore top sail, which was partly in. We put the wheel hard-a-starboard and the ship was coming around to bear on the lake again on account of the snow. After leaving White Fish point our proper course was northwest by west, but the wind being from the northward we steered northwest by west quarter west until ten p. m., to allow for leeway, when the course was changed to northwest until 4 a. m. We then steered west by south for the purpose of taking in the sails. While the ship was coming around as mentioned, she struck at about 4:20, and continued to forge ahead, driven by the heavy sea. About 4:40 she settled, the sea making a clean breach over her all the time and smashing the ship up. A blinding snowstorm still continued; on account of the sea and the surf it was impossible to make any effort to save either the ship or cargo. About 6 a. m. she parted on the foreside of the boiler and the freight got washed out and some of it was driven ashore. The survivors clung to the after part of the vessel until Sunday morning, when the gale having abated and the sea gone down we made a raft and went ashore and found we were on Greenstone Island at the northeast end of Isle Royal. On Monday morning at nine o'clock we sighted the Athabasca, on which ship the surviving passengers and crew embarked for Port Arthur at which port we arrived at 5:30 p. m. on Monday, the 9th of November.

AFRAID OF THE PLAGUE.

MONTREAL, Nov. 11.—Twenty witnesses who have been summoned from outside places to attend court here, have refused to do so on account of smallpox.

TODAY'S TELEGRAPHIC NEWS

Associated Press Despatches to The Times.

THE TIMES OFFICE,
Victoria, 4:30 p. m., Nov. 11.

A CHINAMAN KILLED

By a Stone Thrown at Him by a Boy He had Struck.

NEW WESTMINSTER, Nov. 11.—Yesterday afternoon a young blacksmith's apprentice, named Kelly, aged about 14 years, was going out of the shop door when a Chinaman named Leon Jock, who was passing, hit him a heavy blow on the head without any provocation. The boy resented at this, picked up a stone and threw it at the Chinaman, hitting him on the head. The Chinaman fell to the ground bleeding profusely. He was carried to a neighboring China house and died a few hours afterwards. The boy has been arrested.

PRO-CHINESE OPINION.

LONDON, Nov. 11.—The *Times*, commenting on the Anti-Chinese crusade on the Pacific Coast, says if Chinese immigration into the U. S. was thoroughly blocked for a period, the Chinese might meet with a favorable opportunity at home, and there immigration into the U. S. be altogether diverted. An attempt to turn back the tide of foreign colored labor by the means resorted to by mobs in the western part of the U. S. is odious, and the injuries done Chinamen in the recent attacks on them is an act of scoliation against the civilized world.

A YACHT CHALLENGE.

NEW YORK, Nov. 11.—The owner of the British Cutter "Arrow," has issued a challenge through London *Field* for the international challenge cup, the one won by his boat in the race against the Americas in 1882, when the latter was under British rig and British management. The challenge has made quite a sensation in the New York Yacht Club, and is variously commented upon.

THE TIMES' ADVICE.

LONDON, Nov. 11.—The *Times*, commenting upon the speeches of Parnell and Gladstone, advices the country to return to parliament moderate and cautious men, whether Liberals or Tories, rather than extremists, who are too plentiful on both sides.

STEAMSHIP WRECKED.

LONDON, Nov. 11.—The Peninsular and Oriental steamer Indies, from Calcutta for London was totally wrecked on a reef off Mseletivia, Ceylon. The passengers and mails were saved. The Indies was an iron screw, bark-rigged, vessel of 2,225 tons, built in Metz.

RUSSIA'S DEMAND.

CONSTANTINOPLE, Nov. 11.—The Russian ambassador has been ordered by his government to press the demand of Russia before the conference for the immediate disarmament of Servia, Greece and Bulgaria, and the deposition of Prince Alexander, ruler of Bulgaria.

MR. GLADSTONE'S VERACITY.

LONDON, Nov. 2.—Sir Frederick George Milner has a card in the morning papers which is intended to deal a fatal blow at Mr. Gladstone as a man of veracity. The former gentleman, in a speech recently, charged Mr. Gladstone with heartlessness in being present at a theatre on the night when the news arrived of General Gordon's slaughter. Mr. Gladstone thereupon authorized his secretary to write and say that at the time "not even a rumor of General Gordon's death had reached me." Sir Frederick Milner proves incontestably the official fact that the news had reached England before that time. This card is thought likely, by Mr. Gladstone's opponents, to prove a great blow to him in his canvass.

RECOGNIZING ITS IMPORTANCE.

The following resolution was passed at a meeting of the members of the Montreal Corn Exchange:

RESOLUTION.

Resolved, That this meeting hails with the greatest satisfaction the announcement of the Canadian Pacific Railway company that it will this afternoon despatch the first through train from Montreal to the Rocky mountains, thereby evidencing the connection of the Atlantic and Pacific provinces by a railway entirely on Canadian territory, which will not only provide immigrants and merchandise with speedy and easy access to the Northwest and British Columbia, but will afford settlers in the heart of the Dominion, facilities for the shipment of produce to Atlantic ports now, and to Pacific ports in the near future.

That this meeting rejoices at the prospect afforded, and the completion thus far of the Canadian Pacific railway, of largely increased trade for the port of Montreal, both as regards importation of merchandise for shipment to inland points, and the export of all kinds of produce from the Northwest.

That this meeting most heartily congratulates the president and directors of the Canadian Pacific Railway company upon the success of their arduous labors, a success achieved in half the time specified by their contract with the Dominion government, and in the face of serious difficulties of construction and as regards financial arrangements.

W. J. PATTERSON, Secretary.

The *Gazette* adds that this recognition of the value of the Canadian Pacific Railway and of the pluck and enterprise of the company which undertook its construction, by so influential a body as the Corn Exchange association is wholly merited. The anticipation that a large increase in the foreign and domestic trade of Canada will follow upon the opening of the line will, there is reason to believe, be speedily realized. During next spring the surplus grain products of Manitoba and the Northwest, partly belonging to export houses, will be poured over the Canadian Pacific line into ocean vessels at Montreal and Quebec for shipment to Europe, while the speedier and cheaper route through Canadian territory will give to the national highway the immigrant travel and import trade destined for the Northwest. No event in our history since Confederation has been of so much importance or so big with promise of material advantage and advancement as the opening of the Canadian Pacific line north of Lake Superior.

MARINE.

QUEENSTOWN, Nov. 11.—Arrived—Arizona from New York.

British bark Arabela will leave Rio Janeiro to-night in tow of the tug Pilot. Hastings mill, to load lumber for Melville.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Wednesday, Nov. 11, 1885.

THE DAILY TIMES.

—Published daily and weekly by the VICTORIA TIMES PRINTING AND PUBLISHING COMPANY Ld.

OFFICE—Yates Street, next to Frank Campbell's Corner.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:

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Six months.....2.50
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Delivered in all parts of the city by carrier, at 25 cents per week.

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a splendid every Friday morning, an excellent family journal, sent to all parts of Canada and the United States free of postage.

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Notices inserted amongst reading matter, 25 cents per line for each and every insertion.

Births, Marriages and Deaths inserted FREE.

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Advertisements discontinued before expiration of certified period will be charged the same as if continued for the time.

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TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES P. & P. CO., Victoria, B. C.

J. C. McLAGAN, Manager.

NOTES AND COMMENTS.

VISCOUNT MELGUND has been made Lord Lieutenant of the county of Roxburgh, Eng.

IT is pointedly remarked that the man whose name gets into the paper without his consent should go and comfort the man whose name is left out when he wanted it in.

THE receipts of the Grand Trunk Railway for the week ending 24th inst. were $330,384, as compared with $365,790 in the corresponding period of last year, showing a decrease of $35,406.

SIR LEONARD TILLEY's resignation of his position as Finance Minister has been accepted, and his Excellency the Governor General has signed the commission appointing SIR LEONARD Lieut.-Governor of New Brunswick.

HANLAN appears to have become more shameless in his methods. No person who was not blinded by prejudice was deceived by the Australian fiasco; his subsequent proceedings have savored more of the gambler than of the sculler, and the culminating "grand water act" at Albany, where he fouled the turning buoy, must have undeceived or disgusted all lovers of honest sport. All of which goes to confirm an opinion before expressed in these columns; that in sport when gambling goes in at the door honor and honesty fly out at the window.

Customs officers in Montreal have unearthed another scandalous commercial fraud upon the revenues. Four or five leading wholesale liquor and wine firms are alleged to be guilty of surreptitiously withdrawing liquor from casks in the bonded warehouse, and this has been in operation for some years past. One firm has swindled the government out of $70,000 duties, and the entire amount foots $150,000. There is much excitement in business circles over the coming disclosures, as the firm has been looked upon as doing an honest, legitimate trade

THE Northern Pacific will shortly award contracts for the construction of a tunnel through the Cascade range. This tunnel will be one and nine-tenths miles long, and will cost about $750,000. After it is built the trains of the company can run over its own road through to Tacoma, on the Pacific Ocean, and there will be a chance to develop the valuable coal beds which are known to exist in the Cascade Mountains. Friends of the Northern Pacific claim that the profits to be derived from the transportation of coal alone will more than pay interest on the cost of the Cascade division

THE London *Canadian Gazette* says that the proposal to hold a congress of Chambers of Commerce of the Empire, in connection with next year's Colonial Exhibition, is meeting with fairly general support. The PRINCE OF WALES has expressed high approval, and has directed SIR PHILLIP CUNLIFFE OWEN to use his best endeavors to give every assistance to the London Chamber, both by finding accommodation at the Exhibition, and otherwise, for carrying out the scheme which is set forth. Both abroad and at home several important Chambers have promised to participate in the congress, the Montreal and Toronto Boards of Trade being amongst the number so far as Canada is concerned.

IN a recent issue of the *Week* there appears a lengthy letter from J. W. LONGLEY, arguing that Confederation is not, and cannot, be a success, because there is not a profitable trade between the east and west. MR. LONGLEY is replied to by the St. John, N. B., *Sun*, which says: "That while he is talking in this strain other citizens of the maritime provinces are doing something to build up an interprovincial trade. Coal and fish from this east are consumed in Ontario, and the sugar refineries of Halifax are shipping sugar to British Columbia. Such achievements would have been impossible under the narrow sectional policy advocated by MR. LONGLEY. We are assured also that he is all wrong in stating that the Boston market rules the price of half the superfluous products of New Brunswick and Nova Scotia. The *Sun* says: "We of New Brunswick sell as much to Great Britain in one year as we do in two years to the United States." MR. LONGLEY seems to have given his readers a good deal of misinformation.

THE CONTEST IN BRITAIN.

In a recent issue the London *Spectator* declared that it would be most desirable that the Liberal party in the next House of Commons should be in an absolute majority. It also states that except as regards disestablishment there is nothing new in the object of the Radicals with which it does not sympathize. The *Spectator* agrees with the Radicals that the House of Lords has become an injurious force within the body politics and in municipal matters it favors the Radical proposition that the rule of country squires shall be superseded by representative councils elected on a suffrage as wide as that which returns members to the House of Commons. It agrees, too, with the Radical opinion that the land should be enfranchised so as to furnish facilities for the transfer of great estates and to enable farmers and laborers to acquire property on their own account; but it does not support the means by which certain Radical chiefs desire to attain these ends. It wishes that men should continue under the guidance of conscience and self-interest, upon which representative government, free trade and the criminal law have hitherto rested. The programme of MR. CHAMBERLAIN is a programme to reform society and not to govern it. He proposes to create classes, as bees are said to breed queens. MR. CHAMBERLAIN, SIR CHARLES DILKE and SIR WILLIAM HARCOURT and the increasing multitude of speakers who take their cue from them, proposed to use the reserve power of the State to enforce the growth and a particular organization of society. The *Spectator* declares that this cannot be done, and that if it were done by such revolutionary conspiracies it could neither be progressive nor enduring. It says it would be glad to see half a million freehold farmers, but would not be glad to see them made such by State aid, burdened with a debt to an inexorable creditor, or conscious of exemption from liabilities fairly imposed. This is an attempt to crystallize society by law instead of by natural growth. The *Spectator* observes that the United Kingdom will survive a good many experiments, and as the ratepayer is a voter he must be trusted to put a check on this particular one. But one of the most serious objections to MR. CHAMBERLAIN's system is that it has a strong scent of bribery, and this is a great misfortune—a misfortune which may demoralize a generation. It is a serious mischief when democracy is being enthroned to offer bribes in exchange for power. Give us power, and you shall be exempt from school rates; you shall have land at less than its market value; you shall, through the councils which you elect, have expropriated land at your own valuation. What is this but bribery? Offers of this kind are very serious in a country where every penny of income taxes produces £2,000,000 sterling. Free education may be tempting, but to a large number in the United Kingdom a free dinner would be even more so. This is a French phase in English politics. The *Spectator* declares that poverty will outlive MR. CHAMBERLAIN, and it had better outlast him than to be removed by bribing the ultimate power of the state.

PETROLEUM IN RUSSIA.

A movement in Russian petroleum is noted from Vienna, which must have a considerable effect upon the oil interests of this continent. We refer to the announcement that the Danube Steam Navigation Company propose to commence the importation of that article on a large scale. The oil is to be shipped from the wells at or near Baku, on the Russian shore of the Caspian Sea, across Georgia to Batoum, the chief Asiatic port of Russia on the Black Sea. A pipe line has been laid between these points, and at Batoum steamers can take cargoes of oil for ports on the Danube. The principal depot of the Steam Navigation Company is to be at Festh, in the heart of Hungary. This new enterprise makes one more step in the westward progress of Russian oil, and the approach of the day when American petroleum must meet far stronger competition both in Western Europe and America than it has ever encountered. The Caspian wells are so enormously productive and the oil is obtained so near the surface that only the want of adequate facilities for its shipment and the lack of skill in refining it have prevented Russian petroleum from meeting that of Pennsylvania in all European markets on more than equal terms. These hindrances, however, are being rapidly removed, and it remains to be seen what the ultimate effect upon the oil industry of the United States and Canada will be.

THE misadventures of the steamer Alert, says the Ottawa *Free Press*, and the shortened season of practical navigation of the Hudson Bay straits followed by the loss of the sailing vessel Princess Royal, reported in Saturday's *Free Press*, are all circumstances combining to throw a damper upon the Hudson Bay navigation scheme. Not only was the Princess Royal lost this year, but last year the companion vessel was jammed in the ice early in the fall, and had to remain in the Bay all the winter. A navigation which is subject to so many vicissitudes as this can never be a keen competitor with the great transcontinental highway. It would be hypercritical to say that the people of eastern Canada are very solicitous that the Hudson Bay navigation scheme should be even fairly successful. They have been taxed too many millions of dollars for the sake of the possible benefit arising out of the transportation of Northwest produce through their midst over the Canadian Pacific, to rejoice over even the possibility of the export loss of that produce being diverted to other channels.

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FINE BOOTS & SHOES.

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DEPOSITS RECEIVED IN GOLD, SILVER and U. S. Currency. Interest paid on the same on time deposits.

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No Vacations

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Recently advertised for sale by H. M. Customs as Unclaimed Goods, the same will be offered for the next Thirty Days at the following prices:

Medium size, - - $1.15 each.
Large size, - - - $1.35 each.

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Note the address--Columbia House, Corner Fort and Broad Streets.

DON'T SPEND A $ DON'T

For DRY GOODS of any kind until you have examined the Choice Stock at

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Everything New!!

LATEST FASHIONS! NEWEST STYLES!

Call and examine this well selected stock, all of which will be sold at hard times prices.

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Have received a carefully selected stock of the Latest Patterns in Scotch and English Goods. Worsted, Broad Cloths, Beaver, Chinchilla, Elysians, Frieze and Fancy Trousering.

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Job Work Executed with Neatness and Dispatch.

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OF ALL KINDS

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Centrally located near the Railway and Steamboat landings.

The table will be supplied with the best the market affords.

The Bar supplied with

WINES AND LIQUORS

WHICH CANNOT BE EXCELLED.

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A pleasant and healthful summer resort, overlooking Juan de Fuca Strait, and only one mile from the Postoffice, Victoria.

Families can be provided with suites of rooms at moderate charges. A first class Cook has just been engaged. Telephone call 507.

Esquimalt Hotel,

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HAS been thoroughly refitted, and will be found equal to any in the town for comfortable accommodation, at the following rates: Board, per week, $4.50; Board and Lodging, per week, $5 and $6; Meals, 25c; Beds, 25c and 50c. Baggage taken to the hotel free of charge.

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aug12 tf

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Single Meals, 25cts. Beds 25cts to 50cts. Board per day $1.00. Board per week, $5.50 to $6.00. Table Board, $4.50.

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Globe Hotel,

ESQUIMALT,

Board and Lodging moderate. Billiard Room attached.

No Chinamen employed.

aug7 tf DOYLE & FISHER, Proprietors.

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Opposite Shotbolt's Drug Store. VICTORIA.

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Best Board and Cleanest Beds in the City.

MEALS AT ALL HOURS. Single Meals, 25 cents; Beds per night, 25 cents; Board and Lodging per week $5.50. Terms Cash.

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BOARD—Per Week, with Lodging, $5.

Single Meals, 25 cents.

Best of accommodations and everything in first class style. Billiard and Pool Tables.

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Board and Lodging, per week.....$5.50 and $6.00.
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No Chinese Employed.

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FIRST-CLASS in every particular. Rates, $2, $1.50 and $1 per day, according to accommodation. Special rates by the week or month. The largest and most commodious hotel on Burrard Inlet. Pittings and furnishings throughout new. A large number of guests can be accommodated.

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Charges moderate.

sep20 3m P. CAREY, Proprietor.

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From the Factory of Andres Rodriguez, Havana.

Regalia Imperial, Regalia Chica, Regalia de Inventes, Regalia de la Reina. Cuban Style.

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WHARF STREET. oct14

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FOR SALE—Several well bred, gentle Horses, broke and unbroken, suitable for farm and general purposes. Parties desiring can have any of the horses for a short trial.

SHORTHORNS.

Three Shorthorn Bull Calves,

Three-quarter bred, but as symmetrical as thoroughbreds.

Terms Cash, Wheat, Oats or Potatoes.

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PARTIES WISHING TO BRING OUT their friends from Europe, Canada and the States, will save money by corresponding with us.

HALL & GOEPEL,

GOVERNMENT ST., VICTORIA.

Agents for Allan's Mail Steamship Lines and Grand Trunk Railway of Canada. fe2

The Daily Times

Victoria, Wednesday, Nov. 11, 1885.

A CHINESE KITCHEN IN NEW YORK.

Condiment-Case and Culinary Utensils—Roasting and Smoking—Cleanliness.

[Wong Chin Foo in Chicago News.]

The kitchen is not only visible to the guest, but is in reality a portion of the dining hall. All the utensils and paraphernalia are before your eyes, even the meats, vegetables and the cooks themselves are practically on exhibition. To those who have believed that the Celestial cooked in some primitive way a visit to and inspection of his culinary arrangements is a revelation.

The Chinese kitchen greatly resembles the American. A sink with an unlimited supply of fresh water, a stove, and a table, are articles common to both. Besides these it has, what every civilized kitchen should have, a butcher's chopping-block, a pastry-table, and a condiment-case. The pastry-table differs from the ordinary kind in having a hard-wood top of extra thickness. The rolling-pins that accompany it are three in number, of hard wood, three inches in diameter, and about five feet long. The condiment-case is a neat box about three by two feet, and usually contains the following: salt, black, white, and red pepper, mustard, dried lemon and orange peel, ginger, both plain and pickled, saffron, soy, vinegar, lemon-juice, garlic onion, cassia buds, tamarind extract, sweet oil, walnut catchup, tarragon, savory, thyme, mint, and dried celery. These make up the condiments used in ordinary cooking. On great occasions other and more expensive articles are employed.

Culinary utensils have one peculiarity. Almost all are globular and made in one piece. The Chinese cook dislikes the angles, corners, and edges of American pans and pots, as these involve much more trouble in cleaning and are liable to hold dirt or decaying organic matter beyond the reach of a dish-cloth or a dish-brush. Most pans and pots are segments of a globe two or three feet in diameter. Kitchen spoons, strainers, cake-turners, stirrers, and scoops are made with about the same curvature, so that the cook has no difficulty in managing any article he may be cooking.

Fires are made of both coal and wood, though the latter are universally preferred. They are built generally inside, but at times outside the stove. In roasting, smoking or drying any food the article is suspended by a wire in the center of the fire-pit, and the fire is built on a pile of bricks just outside the ash-pit door. The draught carries the flame and heated air through the fire-pit to the chimney, and so accomplishes the work to be done. Where slow roasting would dry the juices of the food the article is first suspended over a very hot, sharp fire until the skin is browned, and is then treated in the way just described.

Chinese cooks vary from their American colleagues in other ways. The keeping of raw meats is not tolerated in a first-class Celestial kitchen, ice-box or no ice-box. A chicken or duck is carefully kept alive in a little pen until an hour before dinner, and is then killed. Pork, beef and mutton are cooked as soon as delivered by the butcher. The reason is that in warm climates raw meats turn bad and decay in a few hours, while, when cooked, especially roasted, they would keep as many days. The empyreumatic oils of the smoke in roasting act as a preservative, and will keep duck and pork sweet and wholesome for more than a fortnight. In fact, prominent Chinese exports are smoked duck and pork, which are sent and sold all over the world.

Nearly all Chinese kitchen utensils are provided with a hook, ring, and eye in order to hang up. Over the stoves is an iron bar or heavy wire to which spoons, stirrer and cake-turner are alike attached. Even knives and cleavers, forks and prongs, are treated in this way. In a good Chinese kitchen every article is required to be spotless, ready for use, and visible to the guest.

Business begins about 7 o'clock and continues till midnight. Despite the small prices charged, it pays fairly from an American and very well from a Chinese standpoint. The proprietor of a good restaurant seldom clears less than $1,000 a year. In five years he can return to his native village and there be a social mugwump for the rest of his life. Many of them become Americanized and endeavor to live accordingly.

Insuring Infants' Funeral Expenses.

[From Sun's New York Letter.]

Some sorts of business flourish without getting any attention from outsiders. I saw a young man of my acquaintance emerge from a house in a crowded tenement section of town. I was surprised, and asked what he was doing there.

"Oh, my employment now brings me here every day," he replied. "In fact, I spend most of my time in this district."

"And what is your business?" I inquired.

"Insurance."

"Life or fire?"

"Well, neither. To tell you the truth I got rather hard up a little while ago, and went into the baby insurance business. I'm doing right well, too, though it's work to collect the premiums from these poor people. We insure the funeral expenses of infants in case they die. As soon as there's a baby born in one of those tenements I go in and offer to insure it for a few cents a week. That is to say, we agree to provide the funeral facilities if the child dies within a year. The style of the thing depends on the amount of premium money paid. Some insure for a plain coffin and one carriage; others for a handsome casket and half a dozen vehicles. It is a great comfort to these poor parents to know that, no matter what may happen to baby, it will have decent burial."

"But the city authorities always bury the poor free of charge," I remarked. "Why do them folks buy what they can get for nothing?"

"Bless you," responded my friend, "you don't know them. They've got as much pride in this matter as you have. They consider it an everlasting disgrace to a family if any member of it is buried in the potter's field. Their neighbors would never let them hear the last of it. That is especially true of the Irish, who think more of fine funerals than anything else in the world. It may be a queer business—this baby insurance—but it is built on a solid foundation, and the companies are making money out of it."

A Painted Hen.

A muddy-colored little chicken got its leg hurt and went lame, and the whole foot of hen bore down on her and pecked and maltreated her. The poor thing led a horrible life till I caught her and painted her head with gold paint and made eyes like peacock's with iridescent paint all down her sides and gilded her legs, and when she was quite dry I let her loose among her former persecutors. The effect was stunning. The hen walked into the sun and she was some thing dazzling. The unpainted hens were dazed with admiration. She has received the unremitting attentions ever since of the four roosters belonging to my farm. Rush are daily fought on her account upon my premises. What will happen when the gilding cooks off I can't say, but at present she is the bonnie and queen of the coop.

The "Rose Mary."

Fifty years ago schoolmasters had no clocks or watches. But had the time of a day been mark on the rose, or if clouds covered it soon

PHOTO-MECHANICAL

PROCESSES OF PREPARING ILLUSTRATIONS FOR BOOKS.

How the Artotype Is Made—The Photogravure Process—Braun's Reproductions—The Woodburytype—Disadvantage in Using the Last Two.

[Scientific American.]

The artotype is made in the following manner: A plate, preferably of glass, is carefully coated with a solution of gelatine containing bichromate of potash. It is then dried, and an ordinary photographic negative is placed in contact with it and exposed to the action of light, which hardens all the parts corresponding with the transparent parts of the negative or the dark parts of the picture. After the proper exposure, the plate is washed in cold water to remove all the sensitizing material, and it is then dried. The gelatine surface will be found to have changed, so that it will act precisely like a lithographic stone; when moistened, the parts that were protected from light by the opaque parts of the negative absorb water, while other parts remain dry.

A roller charged with fatty ink is rolled over the plate, the ink adhering to the dry parts and being rejected by the parts that have absorbed water. Paper is now placed on the inked surface and subjected to pressure, when the design will be transferred to the piece of paper. Then the moistening, inking, and pressure are repeated until the required number of copies has been produced.

The photogravure process takes a plate, and covers it with a solution of bichromated gelatine containing a fine powder to give it a grain. This is exposed to light through a negative, just as is done in making artotypes. Then it is washed in hot water, which dissolves all the gelatine that was not affected by the light, carrying with it the fine powder, and which leaves the gelatine with the grain in all the dark parts of the picture. The plate is now dried and placed in an electro-plating bath, or an impression in wax is made from the gelatine plate and then placed in an electro-plating bath. Copper is deposited until sufficiently thick, when the plate is removed and put into the hands of an engraver, who repairs all the imperfections and makes any other desired changes with the burin.

Impressions are taken from the plate in the same manner as any copper or steel plate engraving is done. The cost of printing photogravures is very nearly the same as that of printing artotypes, but the photogravure plate costs much more than the artotype plate, and unless the edition required is very large, the plate alone will cost more than the complete edition in artotype.

In Braun's reproductions paper is covered with gelatine containing India ink, lampblack, or any other desired pigment, until the whole surface is thickly coated, when it is dried. In making a picture, this prepared paper is immersed in a solution of bichromate of potash for a few minutes and then dried in the dark after which it is exposed to light in contact with a negative. When sufficient insolation has taken place, the paper is moistened and pressed face downward upon a prepared glass plate. After a pressure of several minutes the glass and paper are put in hot water, dissolving the gelatine, and loosening the paper, that the latter may be stripped off, leaving the gelatine on the glass. The gelatine continues to dissolve until only so much of it is left as has been sufficiently hardened by light to resist the solution by the hot water, when washed away, until only enough is left to form the picture; the picture after drying is transferred to paper, then finally mounted on cardboard.

The Woodburytype is made by insolating a sensitive gelatine rim attached to glass, washing the unchanged gelatine away, and leaving only the parts that form the picture. This, after being dried, is pressed mechanically into a plate of soft metal, making an intaglio, into which is cast a mixture of hot gelatine and any coloring matter. Paper is pressed with a flat pressure and allowed to cool, when the pigmented gelatine will be firmly attached to the paper, which is dried, trimmed and mounted. The Woodburytype is adapted only for pictures of comparatively small dimensions. Braun's pictures and the Woodburytypes have to be mounted; this is found to be of great disadvantage in using them for book illustrations. Both are merely thin films of gelatine, and they cannot compare in permanency with artotypes, photogravures, and heliogravures.

No Chance to Study Loveliness.

[New York Sun.]

The largest policeman at the Brooklyn bridge looked disheartened. "Once," said he, "there was some comfort for a policeman. A man could stand in that gangway, and, watching the faces that came pouring in, select one or two types of Brooklyn loveliness to brood over during the long day; but now, with no stars going to Clinton street, if a man was to try that he'd be crossed eyed in six minutes. All a man can do is to fix his eye on one object, like a young man when he's begining to be an orator, and let the types of loveliness go by. Life's nothing now but steady stupidity."

New Material for Statuary.

[Chicago Times.]

Mr. Bruce Joy, the English sculptor, has invented a new material for statuary which he calls marmorine. It is said to be as beautiful as marble, and scarcely distinguishable from some tints of Carrara marble, yet much cheaper, and having the advantage of limitless production from an original. Though cheaper than marble it is still costly, unless will prevent its being used in inferior forms of art. Though something like plaster of Paris it is so hard that it may be worked upon precisely the same as marble.

Given up on Morals.

[Life.]

Georgie—Mamma, me and Tommy goes over to Roney's and steals grapes.

Mamma shocked at his grammar)—What, my son, say that again.

Georgie—Me and Tommy goes over to Roney's and steals grapes.

Mamma—Say that once more, Georgie, you know better than that.

Georgie (scowling—Tommy and I goes over to Roney's and steal grapes.

Mamma triumphantly—That's right, Georgie, that's right. (allows him.)

The Morning Bird.

A writer in The Atlantic, speaking of the maliciousness of the morning bird, states that if young birds are placed in cages where the parent birds can have access to them, they will feed their offspring regularly for two or three days, and then, as if in despair, will poison them, giving them the berry of the black ash.

An Honest Criticism.

[Springfield Republican.]

They were discussing the probable position of the arms of the Venus de Milo in a house on State street the other evening when the 7 year-old girl, who had been thoughtfully gazing at the statuette which had given rise to the discussion, rather shocked her theory. "I don't think she was giving an apple or pulling a bow. I think she was taking a bath."

Plagiarism is a species of parricide who pick the fruit that others have planted, and then throw away or attempt to destroy the trees.

HOME ITEMS AND TOPICS.

—"All your own fault
If you remain sick when you may
Get hop bitters that cure."—Fail.

—The weakest woman, smallest child, and sickest invalid can use hop bitters with safety and great good.

—Old men tottering around from Rheumatism, kidney trouble or any weakness will be made almost new by using hop bitters.

☞My wife and daughter were made healthy by the use of hop bitters and I recommend them to my people.—Methodist Clergyman.

Ask any good doctor if hop
Bitters are not the best family medicine
On earth ! ! !

—Malarial fever, Ague and Biliousness will leave every neighborhood as soon as hop bitters arrive.

—"My mother drove the paralysis and neuralgia out of her system with hop bitters."—*Ed. Oneego Sun.*

☞"Keep the kidneys healthy with hop bitters and you need not fear sickness."

—The vigor of youth for the aged and infirm in hop bitters! ! !

—"At the change of life mother equals Hop Bitters to allay all troubles incident thereto."

—"The best periodical for ladies to take monthly, and from which they will receive the greatest benefit is hop bitters."

—Thousands die annually from some form of kidney disease that might have been prevented by the use of hop bitters.

Indigestion, weak stomach, irregularities of the bowels, cannot exist when hop bitters are used.

A timely * * * use of hop
Bitters will keep a whole family
In robust health a year at little cost.

—To produce real genuine sleep and child-like repose all night, take a little hop bitters on retiring.

☞None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

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GRANVILLE COAL HARBOR.
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VALUABLE PROPERTY ON
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A Large Stock of Fine Boots & Shoes kept on hand.
New Boots and Shoes MADE TO ORDER AND REPAIRS NEATLY EXECUTED.
Call and inspect.
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BOOTS & SHOES
CHEAP VARIETY STORE AND
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TWEED SUITS, $7.

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AND ALL KINDS OF
FINE
FAMILY GROCERIES
A SPLENDID ASSORTMENT OF
Provisions, Liquors, Etc.,
Every article for hotel, boarding house or private family use.
HENRY SAUNDERS
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ALBIONITE WASHING POWDER
This preparation has been used by the public for over 30 years. It is guaranteed free from injurious chemicals. We can supply it in packages from 1 pound to 100 pounds.
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THE SELF-VENTING FAUCET BREWER
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Area and female labor of all kinds at short notice. Big Dipper, corner Red Boat building, Wharf street, or Langley and Government streets.

We Sell to Build Up a Business.
COME and SEE OUR NEW STOCK!
THE BEST VALUE EVER OFFERED ON THE PACIFIC COAST!
AT B. WILLIAMS',
Johnson Street, bet. Broad and Douglas.
Suits for Young and Old to suit all tastes. Comfortable Overcoats at all prices. Underwear of all grades and lowest prices.
Hats, Caps, Mitts, Gloves, Ties, Socks, Shirts, Trunks, Umbrellas, and Valises. Satisfaction guaranteed or money refunded.

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New Goods! New Goods!
Walnut Bedroom Suites, Ash Bedroom Suites,
Oak Bedroom Suites, Cherry Bedroom Suites,
Maple Bedroom Suites, Spruce Bedroom Suites,
Walnut, Ash and Maple Dining Room and Library Furniture.
FOLDING CHAIRS—a beautiful assortment just received—Covered, Carpet, Velvet and Plush.
Curtain Poles, Walnut, Ebony or Ash; Decorated Opaque Window Shades. New Style Portia Window Curtains; CARPETS, a great variety all kinds. WALL PAPERS, with artistic decorations; Mouldings, Mirrors, Blankets, Paintbuttons, Upholstery Goods.
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Decorated Toilet Sets, latest styles, just opened; Majolica Ware, an immense variety just opened; Polka Dot and Fancy Glassware; Rich Gold Library Lamps and Chandeliers, with prisms; Cutlery, John Russel's celebrated; Plated Ware, Vases, Fancy Goods.
SOLE AGENT FOR—Cold Blast Feathers, warranted odorless; Bushnell Roll-up Spring Beds, the cleanest and best; Dowell Woodenware—cannot fall to pieces; Marsh Electric Lamp, improved, guaranteed the best.
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FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD
Ladner's Landing, New Westminster and Mt. Hammond	7 A.M.	.....	7 A.M.	.....	7 A.M.	.....
Plumper Pass	7 A.M.	.....	.....	.....	7 A.M.	.....
Grauer's, Hensby's, Pilkedy	.....	8 A.M.	.....	.....	.....	.....
Chilliwhack	7 A.M.	.....	.....	.....	7 A.M.	.....
Yale	.....	.....	.....	.....	.....	.....

NOTE—Freight for points in the interior must be shipped via Port Ran mond. Shippers are requested to mark weight on each package.
No freight will be received after 3 p.m.
JNO. IRVING, Manager.

RAILWAYS.
Oregon Railway & Navigation Co.
TIME TABLE
ATLANTIC EXPRESS.
Leaves Victoria at ..... 1.00 p.m.
Arrives at New Tacoma at ..... 6.20 a.m.
Arrives at Portland at ..... 1.35 p.m.
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PACIFIC EXPRESS.
Arrives at Portland at ..... 10.00 a.m.
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Sunday, connecting at Portland with Express trains for the East.
☞Passengers will leave on regular transport boat which leaves Ash street wharf at 7 p.m. daily. The tickets they hold will secure their transfer.
☞This is the only line from Puget Sound to all Eastern points in the United States and Canada.
Call upon or write to
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ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with bedding FREE OF CHARGE.
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☞NO CHANGE OF CARS OF ANY CLASS
ATLANTIC EXPRESS LEAVES PORTLAND 2.00 p.m. daily, arrives at Minneapolis or St. Paul, 10.00 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southeast.
Through connection from Victoria made with Atlantic Express at Portland.
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Fare to New Westminster - $1 50
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Excursion tickets to Yokohama and return at reduced rates.
For NEW YORK via PANAMA.
San Blas, Nov. 14th.
AT 10 O'CLOCK A. M.
Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatemala, Leaftth, La Libertad and Punta Arenas.
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☞$10 additional is charged for upper cabin passage.
For freight or passage apply at the office, cor. Fort and Broadway streets.
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Manufactured by the Salem (Oregon) Capitol Flour Mills Company, Limited.
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Fine Selected Stock of Engravings,
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Engines and Boilers of every description. Cooking and Heating Stoves, etc.
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J. FINLAYSON,
Corner of Government and Broughton streets, Victoria, B. C.
Dealer in FINE FAMILY GROCERIES, of all kinds. Table delicacies in great variety. Also, choice Tea and Coffee.

PRINTING.
MUNROE MILLER,
STEAM BOOK & JOB PRINTER,
Johnson St. near Broad. VICTORIA, B. C.

GUNSMITHS, ETC.
HAS ARRIVED!
THOMAS THOMPSON
Practical Gunmaker from Birmingham, England.
Has also had for years experience in the leading Fire-Arm Factories of the United States. Rifles rifled and sighted. Sewing Machines repaired. Cutlery ground and set. Locks, smithing and General Repairing done. All work guaranteed.
Shop—17 Yates St., next to S. L. Kelly & Co. P. O. Box 420. oct15-tf

LIDDLE & KAEDING,
Sole Agents for the famous
Breech-Loading Shotgun of W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C. Smith.
538 Washington St., San Francisco
oct15-3m

Important Notice!
Quadra & View Street Drug Store.
MESSRS. HAUGHTON & BAIRD respectfully desire to inform the public, and their friends that they have opened the above established business for sale of
Pure Chemicals, Drugs, Patent Medicines & Family Requisites.
Mr. Haughton, L. D. S., L. M., SURGEON-DENTIST,
Attends daily from 10 a.m. to 5 p.m. Irregularities in Children's Teeth carefully attended to. Charges moderate.
P. O. Box 341—Name B. 1.c. hall down.
sep14

Empire Brewery.
HENNING PETERS, late of the Lion Brewery, is now prepared to supply the trade and families with all kinds of
Beer, Ale and Porter.
The Brewery is situated on Spring Ridge, and is built over a well of pure, ever running spring water. This fact enables me to manufacture the very finest brands, equal to any imported Ale, Beer and Porter.
The ordinary and lager beers produced are pure water, malt and hops, and a trial is only necessary to convince that the brands are the finest manufactured in the Province.
All orders for city supply, or for shipment to distant localities, promptly attended to.
HENRING PETERS,
Empire Brewery,
may9 tf Spring Ridge, Victoria, B. C.

Fire Insurance
Ætna Insurance Co.
OF HARTFORD, CONN.
ESTABLISHED 1819.
Cash Assets $14,500,000
Losses paid in 66 years .. 600,000,000
Risks accepted at current rates of premium and losses paid with promptitude and liberality.
FRANK DORWELL,
1107 Langley street.
Agent for Victoria and Vicinity.
June 5 Next door to Campbell's Livery.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Wednesday, Nov. 11, 1885.

CITY AND PROVINCE.

—Before purchasing Real Estate or insuring your life, see Rand Bros.

—The case affecting the Indian reserve has been enlarged until Monday.

—There will be service in the Methodist Church to-morrow (Thanksgiving Day) at 11 a. m.

—The case of Sayward vs. Dupont which has been before the courts for some time, has been adjourned till Saturday.

—The U. S. Consulate will be closed after 12 o'clock noon to-morrow, Thanksgiving Day; opening Friday morning as usual.

—There will be Thanksgiving Day service in Christ Church Cathedral at 11 o'clock to-morrow morning. The sermon will be preached by the Venerable Archdeacon Scriven.

—A grand skating carnival will be held at the Yates Street Roller Rink on Wednesday evening, Nov. 18th, commencing at 7.30 p. m. Admission 25 cts., use of skates 25 cts.

—Jos. R. Grismer and Phoebe Davies supported by the Baldwin Theatre Co., will shortly appear in this city. The repertoire consists of "Called Back," "Dark Days," "The Veteran," and "The Wages of Sin."

—To-morrow is Thanksgiving Day. The *Colonist*, having nothing to give thanks for, flatly refused to observe the day by suspending publication. The result will be that all the newspapers will issue as usual. Such is the force of bad example!

—The Geo. E. Starr to-day brought freight for: A Bossi & Co, A J Rowbotham & Co, A Ofner, Brewster & Co, Belmont B & S Co, Carne & Munsie, H Tilton, Hudson B Co, Hall & Lowe, J B Ferguson, J Mortimer, Langley & Co, M Lenz, Neufelder & Ross, P McQuade, R C P M Co, S Leiser, T J Matlock, T Earle, Van V Bros, W Hamilton, W Runsten, W Rithet & Co, W Heathorn, W F Wood, W Sanders.

—Letters are detained here for postage: Miss M J Murray, Providence, R I; Mrs J Hayes, Moonlight, N Z; Mrs M Murray, Norwalk, Conn; Mrs T Clime, Norwalk, Conn; J E Smith, Clinton, Mrs M Veasey, Bonaparte; Mrs R Carson, Pavilion Mi; J Doran, Esquimalt; Capt Rose, Esquimalt, Mr Phillips, Esquimalt; C Barry, Esquimalt; T Dodds, Esquimalt; C E Bunting, Esquimalt; J W Dickenson, Newton, Mass; W B Townsend, New Westminster; Woo Lung & Co, Port Townsend; Manager Palace Hotel, San Francisco.

PERSONAL MENTION.

Prof. Dawson went up to the mainland this morning.

Mr. F. M. Eberts was a passenger to the mainland this morning.

U. S. Consul Stevens, with Mrs. Stevens, returned from Port Townsend this morning on the Mexico.

Mrs. F. W. Foster, son and two daughters, arrived from Clinton yesterday. They will remain during the winter and will shortly be joined by Mr. Foster.

Capt. Tom Wright is in the city to-day. The case against him, for smuggling Chinese into the U. S., will be heard on the 19th, and he feels quite certain that he will be acquitted and his steamer released. The Anderson is still tied up, and in the custody of the customs authorities.

Admiral Sir Michael Culme-Seymour gave a dinner party on board the flagship last night, at which were present Premier Smythe, Senator Macdonald, Hon. Mr. Hambley, Capt. Rose, Commander Simpson, Mr. Robinson, Capt. Hope, Mayor Beaven, Mr. E. G. Prior, and Mr. W. T. Drake.

Passengers to Victoria by the Geo. E. Starr: Miss Feeney, Mrs Feeney and two children, G Sauborn, Squam, A D Charlton, J McCarty, J J Byrne, K E Minor, Wm Cummings, D Cooper, Peterson, Newell, Couch, R Frazier, D B Lord, J Wilson.

Mr. John J. Byrne, general passenger and ticket agent of the O. R. & N. Co., arrived in the city to-day and is stopping at the Driard. In connection with the Northern Pacific, the O. R. & N. has during the past two years been of immense value to this province in giving quick and cheap communication with the east. The route has been popular in Victoria because of its expedition, cheapness and the readiness of its officials to meet all demands made upon them in a spirit of fairness.

Mr. A. D. Charlton, General Western Agent of the Northern Pacific, is at the Driard. Among the officials of this road, most of whom are well and favorably known in Victoria, none are more popular than Mr. Charlton. To an intimate knowledge of railway business he adds a courtesy and suavity of manner that is most agreeable in all having business with him. Notwithstanding the opening of the C. P., the Northern Pacific will retain the confidence and support of a large section of our business community.

ST. ANDREW'S BAZAAR.

A Splendid Exhibition of Ladies' and Artists' Work.

The bazaar in aid of the Roman Catholic Cathedral fund opened to-day in Philharmonic Hall, and will continue during the remainder of the week. A casual glance at the numerous beautiful articles on sale is sufficient to convince any person that our city is not behind any other place in artistic taste or the ability to produce rare and beautiful work. On the several tables in the hall are to be seen hand-painted chinaware, hand-painted plaques, oil paintings and every description of fancy needle work. The fancy work is pronounced the finest ever brought together in Victoria. The majority of it is the work of the sisters of St. Ann's Convent, while the ladies of the city also contributed very liberally. Mrs P. Burnes is president of the bazaar and is ably assisted by Mesdames G. A. Carleton, VanVolkenburgh, Davie, Aikman, Beckingham, Nicholson, F. Sehl, Madigan, Geiger, Bantly, Stewart, Kinsella, Kean, Lubon, Vigelius, Fletcher, King, McLean, Anderson, Tilton; and Misses Byrne, Rafferty, Campbell, Cameron, Pybus, McNiffs, McDowell, Cummings, Hodges, Ross, Gregory, Van Volkenburgh, and others. The articles were being arranged to-day and everything will be in place to-night. It promises to be the most successful yet held by the ladies of St. Andrew's church.

For Great Bargains in Choice Millinery go to the City House, where the Entire Stock is being sold below cost.

J. B. FERGUSON & CO.

PUBLISH

A Map of Cod Harbor 25
Illustrated British Columbia 25
Illustrated Columbia River Book 75
A beautiful View of Victoria and vicinity, $1.00
Cod bars on sale
The latest Map of B. C. ..... 50c & $1.50

Third Door South of Post Office.

All the latest Songs and Instrumental Music, at

Wolff's Music Store.

FROM LADNER'S LANDING.

Meeting of the Delta Council—Superior Milling Oats.

The Delta Council met at the Town Hall on Saturday, the 7th inst., present, the Reeve and Councillors Archer, Harris, McKee, Mitchell and Mahon. Minutes of last meeting were read and adopted. On motion the clerk was instructed to call for tenders for repairs to the road between sections 2 and 3. The Quadrille Club was granted the free use of the hall every alternate Thursday evening. Communications from Messrs. H. Mitchell, J. R. Sanderson, and Wm. Pybus were received and filed. Coun. McKee gave notice that he would introduce an election by-law at next meeting. The following expenses ordered paid viz.: Glassen & Conliser, $10; W. Pybus, $4.50; T. N. Hibben & Co., $3.25; H. Hodge, $1; Chung Chee, $3; John B. Benson, $5; Mr. Thos. McNeely was awarded the contract for making the trunk road ditch.

Mr. Ed. O'Brien was awarded the contract for straightening the McDougall road. A committee to consist of the Reeve and Councillor Archer was appointed to attend to work on the Chicken Slough road. The Clerk was instructed to procure a shore and piping for the hall. Council then adjourned till Saturday, the 21st.

The schooner Lottie, Capt. Woodward, left Boundary Bay on Saturday, Nov. 1st, with a load of oats for the Cranbrook mills, and returning brought some oatmeal made from the same cargo of oats. Mr. Adams, the proprietor of the mills, informed Capt. Woodward that they were a superior milling oat to any to be had on Vancouver Island. The oats were grown on the Delta lands near Ladner's Landing.

THE COAL HARBOR EXTENSION.

As indicated some days ago it has been definitely decided upon to carry the line of the Canadian Pacific Railway down on the south side of the Inlet from Port Moody to Coal Harbor and English Bay at the entrance of False creek. This will make Burrard Inlet a natural harbor its entire length—some 12 miles. That there will be many manufacturing establishments located along the inlet is certain. These will enjoy shipping facilities, either by water craft or rail to any part of the world. The engineers are busily engaged preparing the plans, cross sections, &c., preparatory to commencing operations on construction. It is probable that Mr. James Ross, who has had charge of the company's operations in the mountains for the past two years, will superintend the construction of the Coal Harbor extension and the New Westminster branch. The constructing plant of the company in the mountains will be removed to this coast and utilized in connection with the building of the railway, the wharves, siding, docks, &c., at the terminus. The length of the line from Port Moody to Coal Harbor by the shore route will be about 14 miles; the New Westminster branch from Coquetlam to the proposed site for the depot in that city will be about 8 miles. A large force of men will be put to work on these lines so soon as everything is in readiness, and work pushed to completion, so as to be ready for through traffic early next May.

ODD FELLOWS' ENTERTAINMENT.

The Odd Fellows of the city gave one of these social entertainments last night, which proved so attractive last winter. There was a large attendance, and the dancing capacity of the beautiful hall was taxed to its utmost. The chair was occupied by Mr. F. Carpe, sen., and the following programme was rendered: Overture by the orchestra; song, Mr. H. Kent; duet, Misses Storey; recitation, "Our Folks," Mr. Pimock; piano solo, Miss Baird; song "To the West" and for an encore "Wait till the Clouds Roll By," by Mr. J. Hawkins; trio, Miss Storey and Messrs Blanchard; recitation of a humorous character by Miss Levi, and in response, "Curfew Must Not Ring Tonight," trio, Messrs. Nichols, Marshbanks and Richards; reading, selection from Dickens, Dr. E. A. Pemberger; song, Mr. Marshbank, who had to respond to an encore; song, Miss Dobbs. After the musical portion had been disposed of, the chairs were cleared away in a few minutes and dancing began, and was continued until an early hour. The proceeds will be devoted to the library of the lodge-room, and it is pleasing to know that a considerable sum was realized. The entertainment throughout was a very pleasant social event, which should be repeated as often as possible.

SUPT. EGAN.

Mr. John M. Egan, superintendent of the C. P. R. in the Northwest, who has been in the city since Sunday evening has made a great many personal friends here. Mr. Egan is a very unostentatious gentleman, and not by any means of dudish proclivities. He is a thorough utilitarian, dresses plainly and has frequently been mistaken for much less distinguished personages as he passes along the line attired in a common Canadian tweed suit of clothes, ready made boots, flannel shirt and slouch hat. A second look satisfies most people that he is no ordinary man. A sharp, shrewd cast of countenance, dark piercing eye, lightning movement, indicative that nothing can go wrong without his knowing it, stamps the superintendent of one of the greatest railroads on this or any other continent, as a sort of Napoleonic personage.

THE CLOSING CEREMONIES.

The usual ceremonies in connection with the completion of the C. P. R. will take place next May, when the main line to Vancouver will be completed and the road being operated. An opportunity will be given the eastern people to visit the coast, traversing Canada from Halifax by way of Quebec, Montreal, Ottawa, Winnipeg and the great Northwest to Vancouver. A number of members of Parliament, several Senators and members of the government will be present as well as the prominent officials of the company. It is possible the closing ceremonies will be performed by His Excellency the Governor-General.

FOR SAN FRANCISCO.

The Mexico left to-day at noon for San Francisco. The following passengers went from Victoria: H E Langue, M D, C L Carter, H S Flood, T C L Kay, F W Melville, A C Sykes, W Driffield, G M K Fair, P G St John, A A Gordon, A Pike, Mrs Miller, Ira Bunster, Mr Connolly, John Knight, J Rees, Miss W Reece, J W Houston, J M Johnson and wife, H A Carter and wife, W H Kane, John Lyons, W A Boch, John Campbell, C J Hamilton. There were 53 in the steerage.

COMING TO VICTORIA.

The following are the passengers of the Queen of the Pacific for this port: Mrs S T Tilley, Miss Cridge, Mrs S Sibley and two children, C Burness, Alex Cowen, M Mallock and wife, Miss Johnna, J Connor, Thos Hudson, Miss Higgins, T G Sibley, Maggie Capel, R Gunn, Mr Sawyer, M White, Robt Dorin, J Nelson.

FROM HALIFAX TO VICTORIA.

A Halifax special states that a schooner of 60 tons, named Pathfinder, has been purchased there by a party belonging to Victoria, B. C., and is to be taken around to that place by way of the Straits of Magellan, South America. The distance of the voyage is 22,000 miles.

SCHOOL BOARD.

Regular Meeting of the School Board Last Night.

All the trustees were present at the City Hall last night. Minutes of former meeting read.

COMMUNICATIONS.

From J. A. Muir, principal high school, asking for location of stove to be changed. Removal ordered.

From principal boys' school, stating that a pupil had filled the place of a teacher, absent for a short time. Filed.

From the principal of the boys' school, asking for five shovels, and suggesting that the purchase of prizes would soon be in order, as the examinations were approaching. Filed.

From Jas. Bland, outer wharf, requesting that his children be admitted to the public school. Referred to the trustees of the ward.

From H. Jackson, teacher Johnson street ward, asking for certain repairs. Ordered to be done.

An account from Finnerty Bros., for labor on Johnson street ward school, $6. Ordered paid.

ATTENDANCE.

The report of the attendance at the city schools was read, showing a average of 625.25. Average to each teacher, 55.75, showing a increase for August of 22, and for September of 21.

RESOLUTIONS.

Mr. Higgins asked what had been done in the university matter?

Mr. Hayward said the report would be sent to the government before next meeting.

Mr. Higgins moved, seconded by Mr. Braden, in reference to Mr. Halliday's communication: That this Board, regretting the absence of rules for the guidance and regulation of assistant teachers in graded schools, respectfully asks the government to frame a code of rules and regulations, for that purpose. Carried.

THE ROD.

Mr. Higgins said that from complaints made to him, he thought corporal punishment was rather severely inflicted in some. Several instances were mentioned. He was not an advocate of corporal punishment, and enquired what were the instruments of torture.

Mr. Braden complained of an article of punishment used in the school he represented.

Mr. McMicking thought the remarks were irrelevant to the duties of the trustees, unless brought up in a proper way. He was not opposed to a reasonable amount of corporal punishment, and parents themselves should deal more strictly with their children.

Mr. Higgins moved, seconded by Mr. McMicking, that a committee of one trustee from each ward be appointed to visit the public school and ascertain the nature of the "weapons" used by the teachers of the different divisions for punishment, and report the same at the next meeting. Carried, and the following committee appointed: Higgins, McMicking and Braden.

THE JANITOR.

Mr. Hayward said that in respect to the injudicious remarks alleged to have been made lately in the high school by a teacher, he had been assured the same were untrue. Still he believed that certain teachers were in the habit of speaking disrespectfully of Christian names. He moved: That the board requires the principals of the various departments of the public schools to instantly report to the secretary any teaching of language calculated to prejudice the minds of pupils against the highest morality.

Seconded by Mr. Braden, and carried.

Adjourned.

MONTREAL TO THE ROCKIES.

The First Through Train From the St. Lawrence to British Columbia.

A large number of the leading men of Montreal were present at the depot of the C. P. R. Co. in that city to witness the departure of the first through train from Montreal to Winnipeg and British Columbia via the all rail route. Amongst those present were T. G. Shaughnessy, Assistant Manager of the Canadian Pacific; Charles Drinkwater, secretary; Wm Whyte, general superintendent of Eastern and Ontario divisions; C. W. Spencer, assistant superintendent of the Eastern and Ontario; J. R. Frayn, assistant general passenger agent; O. M. Bosworth, general freight agent; Mr. Brown, mechanical superintendent; Mr. Salsbury, paymaster; Mr. Bulling of the freight department and H. B. Spencer, chief train dispatcher; Mr. Henry, purchasing agent; Messrs. A. B. Chaffee, secretary-treasurer of the South Eastern Railway; T. A. Mackinnon, general manager of the South-Eastern, Hon. Peter Mitchell, and Messrs. John Cassils, Benny, W. Stephen, Frank Stephen, McKenzie, Smith of the Dominion Cartage Company, McLean, McLennan, of the Chicago Pork and Packing Company.

THE COST OF THE TRAIN

which was drawn up near the depot is estimated at $67,000, apportioned as follows: Rogers' locomotive, $12,000; baggage car, $2000; emigrant sleeper, $3000; first-class car, $3000; dining car, $17,000; sleeping car, $17,000. Before the train departed Mr. G. W. Swett, formerly of the Windsor, and now superintendent of sleeping and dining cars, showed a *Star* reporter through the express. Attached to the gaily decorated locomotive, which was constructed at the Rogers Works, was a new baggage car, radiant in its new paint. Next came an emigrant sleeper, which has just been turned out of the shops, after undergoing an overhauling. The comfort of passengers traveling to the west at second class fare has apparently not been overlooked. The emigrant sleeper contains an upper row of berths, while the lower row of seats are also adjustable, and can be utilized for sleeping purposes. A first-class car constructed by the Crossen Company, of Cobourg, Ont., came next. It is

A MODEL OF COMFORT,

the appointments being perfect, including lavatories and other conveniences designed for the accommodation of travelers. The dining car is elegantly finished within and without, the upholstering and veneering being especially worthy of mention. A row of nicely laid tables, loaded with a weight of silverware, presented an inviting appearance as the visitors passed through. Judging from the well stocked kitchen located in the end of the car, the discomforts of traveling have been reduced to a minimum, passengers now being enabled to enjoy first-class meals while being whirled at the rate of forty miles an hour through the hitherto comparatively unknown stretches of the Lake Superior region. The rear car of the train consisted of the sleeper "St. Lawrence," which is also a model of comfort. Conductor Younger was in charge of the train, and will accompany it to Carleton Place. The first-class passengers bound for the west numbered forty-seven, while the travelers in the emigrant car numbered about thirty-eight, including emigrants who have just arrived by S. S. "Parisian."

New Stock, just received, in Suits, Outercoats and Gent's Furnishings of all kinds. All marked at bottom prices. At the I. X. L., corner Government and Johnson streets.

J. L. BRUMWITH, Manager.

CHOICEST FRESH BUTTER BY EXPRESS FROM ILLINOIS.

SETTLED AT LAST.

The negotiations so long pending regarding the Coal Harbor property are at last closed. The C. P. R. receive a free gift of one-third the property, the entire foreshore and a strip of 200 feet back. The company's wharves, hotel, station buildings and offices are to be built on the Coal Harbor peninsula; other buildings and sidings are to be erected on the south side of False creek at the line of English Bay. All parties are perfectly satisfied with the arrangement.

FOR CHINA.

The Grace conveyed a large number of Chinese to the bark Southern Chief, lying in Royal Roads, and bound for Hong Kong. The jabber of the motley crowd as they protested against paying the wharfage fee, was a perfect babel and quite as unintelligible to the two white men who smilingly pocketed the cash. The Southern Chief will sail to-morrow.

VANCOUVER.

On Coal Harbor, the Terminus of the Canadian Pacific Railway.

Personal inspection and reports of Coal Harbor lands, made on application, contracts for clearing land negotiated and superintended. Large lists of most central properties and plans of townsite on application. Parties living at a distance buying through us will have the advantage of our personal inspection and report. Intending investors should come to Vancouver, when we will take pleasure in driving them over the principal roads and showing them over the townsite. We have established a free reading room for use of strangers and shall be glad if all such will make use of same on arrival here. Correspondence solicited.

Address

F. C. INNES & Co.,

Real Estate Brokers, Vancouver, Burrard Inlet, British Columbia.

Fine Oysters.

A large bed of oysters has just been discovered by some fishermen on the Island, the bivalves being the largest and most delicious yet seen here. They are shipped direct to Joe Levy, of the Arcade, on Government street, where they will be supplied to lovers of this favorite dish.

JERSEYS! JERSEYS!

One hundred and fifty Jerseys received to-day at the White House. Hutcheson, Young & Co.

The Celebrated White Clover Elgin Butter, at Saunders', Johnson Street.

Ice at Brewster's, Yates street, or of W Tinson.

Eastern Shell Oysters, just received at the Poodle Dog.

☞ Protect your money by using Tucker & Dorsey's Alarm Money Till

For sale by

M. W. WAITT & CO

Fall & Co.'s fruit will be found superior to any in this market.

Now Ready.

The B. C. Directory for 1885, just issued by R. E. Williams, publisher, is a perfect compendium of information concerning the city of Victoria and the province of British Columbia. The subscription price, $3.50, is so low that it should be kept as a book of reference in every business house and residence in the province.

NEW TO-DAY.

MORTGAGEES'S SALE

Coquitlam Cannery

Fraser River, B. C.

TENDERS will be received by the undersigned up to 12 o'clock at noon on the

11th day of December next,

For the purchase as a whole of the Plant, Machinery and Material of the Coquitlam Cannery, Fraser River, including

89 Acres of Land,

(more or less), known as Section 6, Block 5 North, Range 1 West, together with the

Cannery Buildings and Dwelling thereon.

Separate tenders will also be received in respect of—

1st. The Plant and Machinery.

2nd. The Land and Buildings above referred to.

An Inventory of the plant and machinery, and full particulars, can be obtained at the office of the undersigned.

The highest or any tender not necessarily accepted.

Robert Ward & Co.

Wharf Street,

Victoria, B. C., 17th November, 1885. nov11

THE RACES--A CARD.

As the honorable Judges have decided that the race run and trotted on Saturday was to be trotted over again on Saturday next, I am satisfied. But it must be on the agreement that I will retain the entrance money and give the balance of the purse to the Orphans' Home, as part of the money was public money. Each man selected a horse for that purpose will be entitled to choose a Judge, and neither of the other parties will be allowed to object. The Judges decision shall be final, whether the race is on the square and run fairly, or whether the money shall go as above mentioned.

There is also a match race for $10 a side between Red Jack's "Drive Cloud" and Adamson's "Cut, Shuffle and Deal," half-mile heats. There will be no money up at starts; they will just a-cord the track and have agreed to be tapped off 30 yds. more than 20 feet apart.

The buggy race which was to have taken place last Saturday will come off next Saturday. One mile dash between the first and second best of the big race, two more entries allowed. This is the last and only race at my expense.

J. R. TAYE.

MRS. CLUSHMAN,

PASTRY COOK.

ALL KINDS OF PIES MADE TO ORDER.

116 Fort Street. nov11m

Garesche, Green & Co.,

BANKERS,

GOVERNMENT ST., VICTORIA, B. C.

DEPOSITS RECEIVED IN GOLD, SILVER and U. S. Currency. Interest paid on the same on time deposits.

GOLD DUST & U. S. CURRENCY

PURCHASED AT HIGHEST MARKET RATES.

Sight Drafts & Telegraphic Transfers

San Francisco, New York & Canada.

Exchange on London.

Available in all parts of Europe, England Ireland and Scotland.

LETTERS OF CREDIT issued on the Principal Cities of the United States, Canada and Europe.

Agents for Wells, Fargo & Co.

Mechanics' Store

48

48 48

JOHNSON STREET JOHNSON STREET

ARGOSY BRACES,

Are Elastic without India Rubber, and give to every movement of the human frame.

Bows, each,	- -	8 1-3 cts.
Paper Collars, box,		12 1-2 "
Collar Buttons, doz.,		25 "
Carpenters' Aprons, ea		25 "
Men's Braces, pair,		25 "
Wool Socks, pair,		25 "
Ribbed Undershirts and Drawers, each,	-	50 "
Wool do., each,		75 "
Colored Quilts, each,		75 "

FULL LINES IN

RUBBER & CAPE ANN

CLOTHING,

Blankets, Umbrellas, and Gloves,

CARDIGAN JACKETS,

OVERCOATS,

Celluloid Collars & Cuffs

TRUNKS, VALISES, Etc.

CASH PRICES--WAY DOWN.

W. C. CAMERON.

Fancy Velvets, Plushes, Ribbons, Laces, Birds, Flowers, Ornaments in great variety.

Mrs. Whitlaw,

MILLINER, FORT STREET.

Just arrived, a large variety of Ladies' Felt, Chip and Straw Hats, Black and Colored, in all the newest shapes.

Morning and Evening Caps in great variety.

Evening Flowers in all the leading novelties.

"WE LEAD!"

For Elegance of Style,

And Beauty of Finish!

Hall & Lowe,

PHOTOGRAPHERS,

Over Victoria House, Government Street.

To Coal Consumers.

Coal Direct from the Collieries.

THE VANCOUVER COAL MINING AND LAND COMPANY (Limited) are now prepared to supply consumers direct from their Collieries with their

Best Household Coal

In quantities of one ton and upwards,

Price $7 per Ton of 2,000 Pounds.

The Coal will be hand picked and delivered in sacks of 100 lbs. each. Orders should be sent to the Company at Nanaimo, and to prevent delay should be accompanied by Post Office Order or Cheque.

The Coal will be delivered at the consumer's residence or place of business within two days of receipt of advice.

SAMUEL M. ROBINS, Supt.

nov 6

PRESCOTT

GRANULATED

HIGH GRADE

FLOUR,

Made by the North Pacific Flour Mills Co.,

THE NEW ROLLER PROCESS,

Extracting all the nutritive properties contained in the wheat.

The bread made by this flour is creamy, white, light and delicious, and more can be made from a given quantity than from any other flour manufactured on the Pacific Slope, fully equal to the best Minnesota.

In this respect alone it is intrinsically worth ten per cent. more than flour made by the old methods.

M. A. PEERY, Agent,

nov4 tu Victoria, B. C.

AT MADAME WHARTON'S HAIR STORE you can take Hair to Dye and make over in a fine shape. We also cut and curl feathers and trim hats. We have a handsome stock of Hair Goods. Change to suit the times. Yates street, corner Douglas. nov6

ROCKFORD

QUICK TRAIN WATCHES.

Unequalled in Reading Service. Used by the U. S. Coast Survey; U. S. Naval Observatory by Locomotive Engineers and other Railway men. They are mentioned as THE BEST, sold in principal cities and towns, by Railway Agents (leading jewelers), with a full warranty.

G. W. A. LANGE & SON

VICTORIA.

Sole Agents for British Columbia.

LEVI THE TAILOR

OFFERS BEST BARGAINS IN

SUITS AND OVERCOATS.

Come at once and secure a $20 Suit which heretofore has always cost $30; Overcoats for $16, which were formerly made for $25.

REMEMBER--FOR TEN DAYS ONLY!

Levi the Tailor, - - 37 Johnson Street.

AT THE LONDON BAZAAR.

GREAT SALE, AT MUCH REDUCED PRICES,

OF MR. CARRINGTON'S VALUED AND VARIED STOCK OF

Fancy Goods, Toys, Glassware & Household Furnishings,

TO MAKE ROOM FOR NEW IMPORTATIONS

ATWELL KING & CO.,

Government Street.

A. HARRISON. C. McLACHLAN.

Victoria Coal Wood & Lumber Yard.

WOOD & WELLINGTON COAL

ROUGH AND DRESSED LUMBER,

Shingles, Laths, &c.,

ALWAYS ON HAND.

Seasoned Lumber a Specialty.

—AT—

LAUREL POINT.

(Next Sehl's new Factory.)

P. O. BOX 571.

TELEPHONE CALL, 590.

Agency of the Chemainus Sawmill.

The Golden Rule

NEW GOODS!

FOR THE

WINTER,

JUST RECEIVED.

W. J. JEFFREE,

YATES STREET.

S. P. KLEISER & SON,

310 Government Street,

(Over Albion House.)

Importers and Dealers

—IN—

Watchmaker's Tools and Materials,

DIAMONDS, JEWELRY, Etc.

Agents for the Waltham, Elgin, Howard and other movements.

Gold and Silver Cases of all weights and sizes.

☞ FINE WATCH REPAIRING a specialty.

Price Lists of Watches or Watch Repairing sent on application.

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COFFEE! COFFEE! COFFEE!

McNaughton Bros.,

GROCERS,

HAVE just received, direct from the East, a consignment of Choice Coffees, comprising the following:

PURE JUST

Finest Arabian Mocha
Pure Gold Java
Old Government Java
Royal Java
Pure Gold Blended
Royal Rio

COFFEE

Turkish Coffee, containing 10 per ct. Finest German Chicory

Galpin Block, Fort Street.

Victoria Transfer Co.

(LIMITED.)

STREET

OMNIBUS LINE

TIME TABLE.

'Bus leaves the following points every hour daily (Sundays excepted):

Corner Government and Johnson Sts.,

For Point Ellice and Fountain on Douglas street—Commencing at 7.45 a. m., last trip 7.45 p. m. For Outside Wharf and head of Fort street—Commencing at 8.15 a. m., last trip 8.15 p. m.

Fountain on Douglas street

For Outside Wharf, via Douglas, Johnson, Government and Quebec streets—Commencing at 8 a. m., last trip, 8 p. m.

Point Ellice

For head of Fort street, via Store, Johnson, Government and Fort streets—Commencing at 8 a. m., last trip, 8 p. m.

Head of Fort street

For Point Ellice, via Fort, Government and Store streets—Commencing at 8.30 a. m., last trip, 8.30 p. m.

SUNDAYS,

Leaves Fountain and Point Ellice at 10.45 a. m., 12.45, 3.45 and 6.45 p. m.

Leaves Outside Wharf and head of Fort at 11.15 a. m., 1.15 and 4.15 p. m.

SINGLE FARE, - - - 15 CENTS

Twelve Tickets for One Dollar.

FRANK BARNARD,

nov9 Secretary.

For Hongkong

THE AMERICAN BARK

Southern Chief,

1200 Tons,

JOHN ROSS, - - - MASTER

Will sail from Victoria on or about October 30.

For freight or passage apply to

HENRY DAVIDSON,

oct15 tf Johnson street.

NOTICE TO DEPOSITORS

In Government Savings Bank at New Westminster, B.C.

CAPTAIN PITCENDRIGH being resigned as the agency of the Dominion Savings Bank at New Westminster, B.C., Depositors are requested to forward, without delay, their respective Pass Books, by registered letter or express, addressed to the Acting Agent, Mr. H. Bagshaw, at if possible convenient, when he will do the B ck for the purpose of having their accounts verified.

THOS. R. R. VINE,

Treasurer B. C. Savings Bank.

New Westminster, B. C.

3rd November, 1885. nov9